

CLASSIFICATION		SECRET/CONTROL - U.S. OFFICIALS ONLY	
COUNTRY	East Germany	REPORT	
TOPIC	Parchim Airfield		25X1
EVALUATION		PLACE OBTAINED	25X1
DATE OF CONTENT		641180	25X1
DATE OBTAINED		DATE PREPARED	19 July 1954 25X1
REFERENCES			
PAGES	2	ENCLOSURES (NO. & TYPE)	
REMARKS			
This is UNEVALUATED Information			

1. On 14 May 1954, a number of MiG-15s and U-MiG-15s were observed at Parchim airfield. These aircraft conducted intensive air activity throughout the day. 25X1
2. About 0800 on 27 May, 5 MiG-15s and U-MiG-15s whose air intake apertures had red covers were parked on the apron at the western end of the runway. Ten additional aircraft of the same type and 2 twin-engine aircraft were parked at the northern edge of the field. When 8 MiG-15s were parked at the end of the runway, the aircraft were refueled from tank trucks. About 100 meters aft of the aircraft, a radio truck, a fire truck, an ambulance and several other trucks were parked. When the first aircraft was refueled, a small gray vehicle, about the size of a sedan with box-like superstructure moved to the aircraft and stopped at its left side. After about 2 minutes, an increasing humming sound was heard and subsequently the aircraft taxied to the runway and took off. The aircraft climbed to an altitude of about 2,000 meters, crossed the field from the southwest, dived over the edge of the field at an angle of about 45 degrees, pulled out of dive at an altitude of about 300 meters, and landed shortly afterward. Other aircraft made dives until 1200. When air activity was discontinued, only 5 aircraft were parked at the western end of the runway. 1 25X1
3. A radio installation with one mast and next to it a wooden house and a radio truck were observed in the eastern extension of the runway, about 300 meters north of the road to Damm. Two radio trucks and a Kniferest-type radar set were seen at the northern edge of the field. 2

4.

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5. On 15 June, it was inferred from a conversation between Romashev (fnu), chief of a construction headquarters, and Major Gerichev (fnu) that, between 30 June and 8 July 1954, units under the command of Colonel Yureshenko (fnu) and Lieutenant Colonel Heniev (fnu) and a unit under Colonel Igumnov (fnu) with their aircraft would be detached from Parchim airfield. In this connection [redacted] and possibly Rechlin airfield were mentioned.⁴

1. [redacted] Comment. Parchim airfield is occupied by a fighter regiment equipped with about 25 MiG-15s.

2. [redacted] Comment. It is believed that 1 Kniferest-type radar set and 1 Fishnet-type set are located at Parchim airfield. Two landing beacons and a PKV-45 DF station are also available at the field.

3. [redacted]

4. [redacted] Comment. Major Gerichev is carried as chief of a Soviet construction headquarters. Romashev has previously been mentioned only by name. Colonel Yureshenko was reported by the same source as chief of the fighter regiment at Parchim airfield. Lieutenant Colonel Heniev and Colonel Igumnov are reported for the first time. It appears possible that Colonel Igumnov is the chief of the OATB at the field. [redacted]

[redacted] The reported detachment between 30 June and 8 July 1954 is probably connected with test flights at Retzow airfield. This field, during the first half of June 1954, was occupied by about 20 MiG-15s of a fighter regiment from Laerz airfield, probably for the purpose of testing the take-off and landing conditions on the grass-covered landing field. It appears possible that, for this purpose, also aircraft of other fighter regiments are detached to Retzow airfield.

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